


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
Monday 21st December 2020
Application for Planning Permission

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|----------------------------|-----------------------------------|---------------------|-------------|
| Case Officer: | Nasser Farooq | Valid Date: | 23/12/2019 |
| Applicant: | LBBD | Expiry Date: | 23/03/2020 |
| Application Number: | 19/01970/FUL | Ward: | Thames Ward |
| Address: | 12 Thames Road, Barking, IG11 0HZ | | |

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at 12 Thames Road, Barking IG11 0HZ

Proposal:

Construction of up to 5,086 sqm (GEA) of industrial floorspace (Classes B1c, B2 and B8); up to 156 residential units; up to 185 sqm (GIA) of cafe (Class A3); and associated works.

Officer Recommendations:

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth in consultation with LBBD Legal Services to grant planning permission subject to any direction from the Mayor of London, the completion of a Unilateral Undertaking under S106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 7 of this report and the Conditions listed at Appendix 6 of this report; and
3. that, if by 22nd June 2021 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth is delegated authority to refuse planning permission or extend this timeframe to grant approval.

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S106 – Summary of Heads of Terms:

Administrative:

- Payment of the Council's professional and legal costs, whether the agreement completes.
- Payment of the Council's fees of £3,500 in monitoring and implementing the Section 106 and payable on completion of the deed and,
- Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made.

Affordable Housing

- Provision of on-site affordable housing consisting of:
 - 77 London Affordable Rent (49%) and
 - 79 Affordable Rent (51%)
- A early stage review if substantial commencement does not take place within two years.

Transport

- Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter into a s278 agreement to undertake highway improvements seeking to ensure a detailed design to accord with the relevant road safety audit and cover new Traffic Management Orders, kerb alignment and adjustment, upgrade and new pedestrian crossings, footway resurfacing / recon, to ensure parking and loading and service arrangements. The detailed design works to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications. The s278 must include provisions for a dedicated cycle lane connection on Thames Road and Crossness Road connecting to the existing network.
- Prior to above ground works of the development the developer shall submit to the council a detailed parking design that is TSRGD compliant both in term of the bays and the accompanying signage and a management plan reflecting the highways marking and restrictions implementation of the proposed works
- A financial contribution £20,000 payable on commencement of development towards a controlled parking zone within the vicinity of the site.
- Car Parking permit free development.
- A financial contribution of £15,000 payable on commencement of development towards a dedicated car club space within the vicinity of the development.
- A commitment to provide two-year free car club membership to all residents.

Employment and Skills

- Secure an Employment, Skills and Suppliers Plan 6 months prior to commencement of development, ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses

- The Owner will use best reasonable endeavours to ensure that the Owner's employees and jobs with its contractors are provided to LBBB residents during the end-user phase

Sustainability

- The development shall achieve a minimum 38% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon.
- Prior to any above ground works the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development will connect to the DHN or future DHN, how the Energy Centre within the development will serve the needs of the development and wider DHN, how energy demands will be met prior to connection to any DHN.

OFFICER REPORT

Planning Constraints:

The application site has a number of planning constraint as outlined below:

The site is located within the London Riverside Opportunity Area,

The site falls within an Archaeological Priority Area and

Lies within Flood Zone 3a.

The site is within a Strategic Industrial Locations: River Road Employment Area

In relation to the Draft Local Plan regulation 19 version, the site falls within the wider site allocation CI - Thames Road.

The site allocation proposes a comprehensive mixed-use scheme including residential and commercial/community space and a new neighbourhood centre, education provision. Potential to deliver approx. 2,000 (net) new homes, 1 new primary school and 1 new secondary school and district energy network linking to the Barking Riverside development.

Whilst not a planning designation, the site is also located within the Barking Riverside Gateways Housing Zone

Site, Situation and relevant background information:

The application site is approximately 0.77 hectare and is located within River Road Employment Area Strategic Industrial Location. Thames Road runs east west connecting River Road with Renwick Road. The site is on the southern side of Thames Road towards the western end (Renwick Road). It is bound to the north by Thames Road and to the east by Crossness Road.

Immediately to the south of 12 Thames Road is Phase 1 of the Barking Riverside development. Land slopes up towards Barking Riverside, with the residential buildings on the western side of Crossness Road standing at part 4/part 3 storeys.

The site currently accommodates a café fronting Thames Road. The site's former industrial buildings were demolished in Spring 2019 under prior notification of demolition reference 19/00159/PRIOR4.

The application site fronts Thames Road and Crossness Road. The site has a Public Transport Access Level (PTAL) of 1b on a scale of zero to six where six is the highest level of access. Bus service EL3, which operates at six buses per hour at most times, stops just 20m from the site on Thames Road and

provides easy and quick access to Barking Station which offers a wide range of additional public transport options.

Key issues:

- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity
- Agents of change
- Sustainable Transport
- Employment
- Impact on existing Education Provision
- Accessibility and Inclusion
- Waste management
- Delivering Sustainable Development (Energy / CO₂ reduction / Water efficiency)
- Biodiversity & Sustainable drainage

Planning Assessment:

| Principle of the development: | |
|------------------------------------|--|
| <i>Existing use(s) of the site</i> | Café Use – Formally demolished industrial buildings |
| <i>Proposed use(s) of the site</i> | up to 5,086 sqm (GEA) of industrial floorspace (Classes B1c, B2 and B8); up to 156 residential units (Use Class C3); up to 185 sqm (GIA) of cafe (Class E(b)); |

Principle of development – consolidating industrial uses and introduction of residential use within Strategic Industrial Land

- 1.1 The National Planning Policy Framework (NPPF) (MHCLG, February 2019) seeks to promote delivery of a wide choice of high quality homes which meet identified local needs (in accordance with the evidence base) and widen opportunities for home ownership, and which create sustainable, inclusive and mixed communities.

London Plan policy context

- 1.2 The application site falls within the River Road Employment Area, which is designated as Strategic Industrial Land (SIL). London Plan Policy 4.4 seeks to manage industrial land and premises and policy E4 of the Draft London Plan Intend to Publish version requires a sufficient supply of land and premises in different parts of London to meet current and future demand for industrial and related functions.
- 1.3 Policy E5 Strategic Industrial Locations of the Draft London Plan -Intend to publish version sets a strategic aim of ensuring Strategic Industrial Locations are managed proactively through a plan-led process to sustain them as London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy. Policy E5 of the Draft London Plan, also states development proposals for uses in SILs including residential development "should be refused except in areas released through a strategically co-ordinated process of SIL consolidation. This release must be carried out through a planning framework or Development Plan document review process and adopted as policy in a Development Plan or as part of a co-ordinated master planning process in collaboration with the GLA and relevant borough."
- 1.4 In relation to the industrial use, policy E7 seeks Industrial Intensification requiring Development Plans to be proactive and encourage the intensification of industrial uses to facilitate the consolidation of the identified SIL to support the delivery of residential and other uses.

- 1.5 The general thrust of the above policies seeks to ensure a plan-led approach to the release of SIL for residential. To further explain policy E7 the Greater London Authority has prepared the Industrial intensification and co-location through plan-led and masterplan approaches Practice Note November 2018. This states plan-led approaches include:
- a) local plan review or area action plan
 - b) Supplementary Planning Document or an Opportunity Area Planning Framework
- 1.6 In relation to residential use, The London Plan Policy 3.3 outlines that there is a pressing need for more homes in London to meet need. The Draft London Plan allocates a strategic target of 19,440 homes in Barking and Dagenham between 2019 and 2029.

Local Plan policy context

- 1.7 Policy CE3 of the adopted Core Strategy (2010) states the Council will safeguard, promote and manage the Strategic Industrial Locations at River Road Employment Area, Rippleside, and Dagenham Dock. The policy further states land within these locations will not be released for other purposes. However, this policy is considered to be out-of-date and in some conflict with the emerging London Plan as outlined above which allows residential uses in certain circumstances. As such, limited weight is attributed to this policy.
- 1.8 The London Borough of Barking and Dagenham is currently preparing it's local plan. This is at regulation 19 version which is the final version prior to submission for examination. It is therefore considered to carry significant weight in the determination of applications and is considered the most current policy position of the borough and how it intends to meet it's housing and employment targets.
- 1.9 Within the new local plan the River Road Employment area has been identified as having potential for renewal of the industrial stock and introduction of new residential uses. This forms part of the Thames Road transformation area outlined in Policy SPP2 of the new Draft Local Plan. The new Local Plan also includes the application within Site Allocation C1: Thames Road. This outlines the proposed usage to be 'a comprehensive mixed-use scheme including residential and commercial/community space and a new neighbourhood centre, with the potential to deliver up to 2,000 (net) new homes'.
- 1.10 In addition, on 17th November 2020, LBBD Cabinet resolved to take the draft Thames Road Masterplan Supplementary Planning Document (SPD) out to public consultation over December 2020 and January 2021. The Thames Road Masterplan covers the application stage and seeks to provide supplementary planning guidance in support of the new Local plan. The SPD creates a framework for the intensification of industrial capacity, in order to release land for residential and mixed-use developments.

Proposal and assessment

- 1.11 The proposed development seeks to provide up to 5,086sqm of Industrial Floorspace. This provision ensures there is no net loss of industrial floorspace (replacing the lost floorspace through the demolition of the previous industrial buildings) within the site whilst providing up to 156 residential units.
- 1.12 Appropriate regard has been had to the Draft London Plan Intend to Publish Version and the need to ensure any development is comprehensive and supported by a plan-led approach. In this instance, the local plan has significantly progressed through the adoption process and a masterplan (albeit unadopted) has been prepared and signed off by Cabinet as in effect the 'direction of travel' for this area. The masterplan proposes three distinct zones for this area:

1. Intensified Industrial Zone
2. Co-Location Zone
3. Residential Zone

- 1.13 The application site falls within zone 2 where the masterplan suggests a mixture of residential and industrial uses combined either within single blocks, or side by side and incorporating both podium and shared yard landscaping strategies to suit plot constraints. In relation to Industrial uses, the masterplan states these will typically be cleaner, class E type, with smaller unit sizes, to suit co-location, and arranged over ground and first floors to achieve floorspace requirements on each plot. This zone also houses a temporary multistorey car park.
- 1.14 The re-provision and intensification of industrial use at the application site, as proposed within this application is strongly supported by the above-mentioned policies and accords with the approach taken in the masterplan.
- 1.15 In relation to the principle of residential within the application site and in particular within the SIL, it is considered that there is sufficient indication of a 'plan-led' approach in this instance to consider residential to be acceptable in this instance.
- 1.16 The GLA within the Stage 1 response have also advised the principle could be acceptable, however have requested further information on the industrial intensification strategy and mechanisms used to secure the delivery of the intensified industrial uses. This sites outside of the scope of this application, which is re-providing the pre-demolished industrial floorspace.
- 1.17 For completeness, no planning objection is raised to the re-provision of an existing café within the development.
- 1.18 Overall, it is considered given the prevailing direction of policy the proposed land uses can be supported in this instance.

| Dwelling mix and Quality of accommodation: | | | |
|---|---------------------------------|---|------|
| <i>Proposed Density u/ph:</i> | 264 | <i>Overall % of Affordable Housing:</i> | 100% |
| <i>LP Density Range:</i> | 35-110u/ha | <i>Comply with London Housing SPG?</i> | Yes |
| <i>Acceptable Density?</i> | Yes* as discussed further below | <i>Appropriate Dwelling Mix?</i> | Yes |

Density

- 1.19 London Plan Policy 3.4 seeks to optimise housing output for different types of locations within the relevant density range as indicated within Table 3.2. This policy also acknowledges that the density matrix should not be applied mechanistically, and that other factors such as context, layout, residential quality and impact to amenity need to be taken into account in concluding whether the density is appropriate. The site is characterised as urban for the purposes of calculating density and benefits from a PTAL of 1b. As such, the London Plan requirements for the site would be a density range between 35-110 u/ha.
- 1.20 Draft London Plan Policy D6 states that development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. The Draft London Plan is apportioned more weight to these requirements than those within adopted polices as it is the intend to publish version. Policy H12 seeks to ensure schemes deliver an appropriate mix of units to the nature and location of the site.
- 1.21 On the basis of the site having no residential character and a masterplan approach which seeks a certain quantum and typology of development within the area the proposed density could be acceptable subject to all other material considerations.

Dwelling Mix

- 1.22 The NPPF seeks “to deliver a wide choice of high-quality homes”. It recognises “Government attaches great importance to the design of the built environment” and that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute

positively to making places better for people". In addition, Policy 3.8 of the London Plan seeks to ensure that new residential developments comprise a mix of unit sizes to address the housing needs of the local area.

- 1.23 Draft London Plan Policy H12 sets out all the issues that applicants and boroughs should take into account when considering the mix of homes on a site. In particular H12C states the following: "Boroughs should not set prescriptive dwelling size mix requirements (in terms of number of bedrooms) for market and intermediate homes."
- 1.24 Similarly, Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The policy requires major housing developments (10 units or more) to provide a minimum of 40% family accommodation (3-bedroom units or larger). Nevertheless, it should be acknowledged that not all sites are suitable for family-sized accommodation. Emerging local plan (at Reg 19 stage) SP4 also supports the delivery of family accommodation but does not specify a particular target.
- 1.25 The application proposes 156 residential units which comprise the following residential mix:
- 39 x 1 Bedroom units (25%)
 - 77 x 2 Bedroom units (49%)
 - 40 x 3 Bedroom units (26%)
- 1.26 As outlined above, the proposed development provides a mix of 1, 2- and 3-bedroom units across the site. Whilst officers accept that the provision of family units falls below the aspirations set out within the core strategy, significant weight is placed on the overall benefits of the scheme which delivers 100% affordable housing on a unit basis and seeks to provide all of the 3-bedroom units as affordable products with a mix of tenures. Taking the above into consideration, officers are satisfied with the proposed scheme in promoting mixed and balanced communities through an appropriate housing mix.

Affordable Housing

- 1.27 Chapter 5 of the NPPF requires local authorities to identify affordable housing need and set policies for meeting this need. Paragraph 57 states: "Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available."
- 1.28 Policy 3.12 of London Plan (Negotiating affordable housing should be sought when negotiating on individual private residential and mixed-use schemes) states that:
- A) The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed-use schemes, having regard to:
- a) Current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8, 3.10 and 3.11 and having particular regard to the guidance provided by the Mayor through the London housing Strategy, supplementary guidance and the London Plan Annual Monitoring Report;
 - b) Affordable housing targets adopted in line with Policy 3.11;
 - c) The need to encourage rather than restrain residential development (Policy 3.3);
 - d) The need to promote mixed and balanced communities (Policy 3.9);
 - e) The size and type of affordable housing needed in particular locations;
 - f) The specific circumstances of individual sites;
 - g) Resources available to fund affordable housing, to maximise affordable housing delivery output and the investment criteria set by the Mayor;

h) The priority to be accorded to provision of affordable family housing in policies 3.8 and 3.11.

B) Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation ('contingent obligations') and other scheme requirements.

C) Affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided offsite. A payment in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan and should be ring-fenced and, if appropriate, pooled to secure additional affordable housing either identified sites elsewhere or as part of an agreed programme for provision of affordable housing.

- 1.29 The salient points of the above London Plan context are reiterated through Policies H1, H2, H5 and H6 of the Draft London Plan which seek to deliver 50% of all new homes delivered across London to be affordable.
- 1.30 The proposed development has proposed 100% affordable housing on a unit basis which is substantially above the mayors 50% target. The proposal falls under the GLA fast track route and as such, a s106 obligation has been agreed to secure the above matters and to ensure a viability assessment is triggered if substantial commencement (development at first floor slab level) does not take place within two years.
- 1.31 The development proposes a mix of 77 London Affordable Rent (49%) and 79 Affordable Rent (51%). Officers consider that the proposed scheme provides a high quantum of affordable housing on a unit basis with an acceptable tenure split.

Quality of Accommodation

- 1.32 The MHCLG Technical Housing Standards – nationally described space standard specifies the space standards required for new dwellings. The London Plan, Policy 3.5 and Supported Housing SPG require new housing development to meet these standards as a minimum and provides further criteria to ensure an acceptable quality of accommodation is provided for users. The Council's Local Plan reiterates the need for housing development to conform to these requirements. The Technical Housing Standards stipulate minimum gross internal floor areas (GIAs) for dwellings/units based on the number of bedrooms, intended occupants and storeys, minimum bedroom sizes of 7.5m² for single occupancy and 11.5m² for double/twin occupancy, plus further dimension criteria for such spaces. Built in storage is required for all units with minimum sizes depending on the number of bedrooms and occupants, and minimum floor to ceiling heights are stipulated as at least 2.3m for at least 75% of the GIA.
- 1.33 Officers give further regard to adopted London Plan Policy 3.5 which outlines that "Housing developments should be of the highest quality internally and externally in relation to their context and to the wider environment". In addition to the space standards above the SPG also specifies standards in relation to access to outlook, daylight and sunlight.
- 1.34 London Plan Policy 3.8 (Housing choice) requires ninety percent of new housing meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings'. The Council may impose a condition in respect of the quantum of housing that must meet Category M4(2) and M4(3) of the Building Regulations, however the applicant is required to conform to building regulation requirements and ensure the development is deliverable.
- 1.35 Policy D6 of the Draft London Plan seeks minimum standards in relation to private internal space and private outdoor space. Draft London Plan Policy D5 seeks to ensure that at least 10 per cent of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and that all other new build dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 1.36 The London Housing SPG requires all dwellings to be accompanied by adequate private open space (i.e. outdoor amenity area). Standard 26 of the Housing SPG sets a minimum space requirement of 5 sq. m per 1-2 person dwelling with an extra 1 sq. m for each additional occupant.

- 1.37 The draft London Plan specifically through Policies GG4, D1, D2, D4 and D6 all emphasise the importance of high-quality design in development. Policy D4 reiterates and includes further requirements of the Technical Housing Standards within the policy itself and the minimum 2.5m floor to ceiling height is stipulated as a requirement rather than merely strongly encouraged.
- 1.38 The space standards outlined in the London Plan are expressed as minimums and should be exceeded where possible. They should be a basis to promote innovative thinking about designing space and how it is to be used within the home. Additionally, the Mayor's Housing SPG stipulates developments should avoid single aspect dwellings that are north facing.
- 1.39 The proposed development comprises three blocks. It is noted that all of the 156 residential units accord with the minimum internal space standards set out above; additionally, adequate private amenity space has been provided in accordance with the Housing SPG and London Plan standards. The submitted plans have also indicated that the floor plans would allow efficient use of the internal space without creating undue additional effort, contributing positively to the fitness for purpose of the internal spaces. Furthermore, the stacking of units is generally acceptable and consistent throughout the development.
- 1.40 As per the GLA's Play and Informal Recreation SPG, based on the type and number of units provided within the development, the scheme is required to provide child's play space. The applicant has given reference to the required quantum of play space required for this phase of development. It is predicted that the development will accommodate 158 children who would require 1585 sqm of play space, and the proposed development would provide 1,785 sqm of playspace. This is provided on-site on levels 1 and 3 in communal podium areas.
- 1.41 The Thames Road emerging SPD advises the Ripple Greenway and Ripple Nature Reserve form the primary existing public green spaces within the immediate context of the site and the Ripple Greenway forms a linear park with amenity grass and natural play features. In addition, as Barking Riverside continues to progress there will be additional new public spaces nearby. These include the future 'Pylon Park' and 'Foreshore Park'. These are in addition to the spaces already built within Phase 1. As such, there are and will be additional forms of play for future children of the developments.
- 1.42 Overall, on balance the provision of child playspace is considered acceptable, given the site-specific circumstances, with the site being the first residential use within an industrial area and would represent the most safe and secure location for playspace.
- 1.43 Having regards to access to natural light and positive outlook, it is noted that the majority of the proposed units across the scheme are dual aspect. Given the high density of the residential blocks across the three development parcels officers note that there are a small proportion of single aspect units. Notwithstanding this, it is acknowledged that a large proportion of the single aspect units have been afforded to 1 bedroom units and are not North facing to minimise potential impacts with respect to outlook and access to natural light.
- 1.44 10% of units have been designed to be fully wheelchair accessible, adhering to Building Regulations M4(3). All the remaining units have been designed to be fully wheelchair adaptable, adhering to Building Regulations M4(2). The plans have demonstrated accordance with these standards however, officers consider it necessary to recommend a compliance condition to ensure that these units are designed to this standard upon occupation of the residential units.
- 1.45 Taking into consideration the above and imposition of relevant conditions. Officers consider the proposed development in respect of the quality of accommodation to be acceptable.

| Design, heritage and quality of materials: | |
|--|-----|
| <i>Does the proposed development respect the character and appearance of the existing area?</i> | No* |
| <i>Does the proposed development respect and accord to the established local character?</i> | No* |
| <i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i> | Yes |

| | |
|---|-----|
| <i>Is the proposed development acceptable and policy compliant?</i> | Yes |
|---|-----|

*As discussed further below, the proposal seeks to introduce a new form of development within the locality in accordance with a masterplan approach. As such, more regard is had towards the future character that is sought to be created.

- 1.46 Objective 124 of the NPPF states that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
- 1.47 Objective 125 states “plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable”.
- 1.48 Objective 127 details that planning policies and decisions should aim to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 1.49 Objective 129 states: “Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for Life”.
- 1.50 Further, objective 130 states: “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)”.
- 1.51 Policy 7.1 of the London Plan states that the design of new buildings and the spaces they create should help reinforce the character and accessibility of the neighbourhood.
- 1.52 Policy 7.2 of the London Plan details that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design and will support the principles of inclusive design which seek to ensure that developments can be used by all, regardless of disability, age, gender, ethnicity or economic circumstances.
- 1.53 Policy 7.4 of the London Plan additionally requires development to have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, new development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

- 1.54 Policy 7.5 stipulates that the quality of the public realm has a significant influence on quality of life and can affect people's sense of place, security and belonging, as well as having an influence on a range of health and social factors. For this reason, public and private open spaces, and the buildings that frame those spaces, should contribute to the highest standards of comfort, security and ease of movement possible. Moreover, it is considered that places should be distinctive, attractive, vital and of the highest quality. Policy 7.6 of the London Plan outlines that the architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context. It also advises that buildings and structures should be of the highest architectural quality and comprise details and materials that complement, not necessarily replicate, the local architectural character.
- 1.55 Policy D1 of the Draft London Plan states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. This is also reiterated in Policy D2 of the Draft London Plan which seeks good design.
- 1.56 Policy D3 outlines the need for development to take a design led approach that optimises the capacity of sites. This accordingly requires consideration of design options to determine the most appropriate forms of development that responds to the sites context and capacity for growth. Proposals should enhance the local context delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to existing and emerging street hierarchy, building types, forms and proportions.
- 1.57 Policy D4 has regard to securing sufficient level of detail at application stage to ensure clarity over what design has been approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 1.58 Policy D5 of the Draft London Plan seeks to deliver an inclusive environment and meet the needs of all Londoners. Development proposals are required to achieve the highest standards of accessible and inclusive design.
- 1.59 Policy D6 considers the importance of achieving and maintaining a high quality of design through the planning process and into delivery stage.
- 1.60 Tall and large buildings should always be of the highest architectural quality, (especially prominent features such as roof tops for tall buildings) and should not have a negative impact on the amenity of surrounding uses. Additionally, adopted and emerging London Plan and states that tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline.
- 1.61 Policy D8 of the Draft London Plan states that development proposals should ensure the public realm is safe, accessible inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context. Public realm should be engaging for people of all ages, with opportunities for play and social activities during the daytime, evening and at night as well as maximising the contribution that the public realm makes to encourage active travel. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm.
- 1.62 Draft London Plan Policy D9 seeks to ensure tall buildings are sustainably developed in appropriate locations and are of the required design quality having regard to local context as specified in Development Plans. Policy D12 of the Draft London Plan states to development proposals must achieve the highest standards of fire safety. Policy D14 of the Draft London Plan seeks to reduce, manage and mitigate noise to improve health and quality of life.
- 1.63 This is further supported by policy BP11 of the Borough Wide DPD, policy CP3 of the Core Strategy DPD and policy DM16, SP4 and DM11 of the Draft Local Plan Regulation 19 which ensures that development is designed in a sensitive and appropriate manner which minimises impact on surrounding neighbours and respects the character of the area.
- 1.64 The proposed redevelopment consists of four residential blocks placed around the perimeter of the site creating a residential edge to the streets.

Building A – is 8 storeys in height and faces onto Thames Road, and is orientated facing north / south

Building B – is adjacent to and shares a core with block A. It is the tallest block at 16 storeys and is orientated east / west, and it sits on the corner of Thames road and Crossness road

Building C – faces onto Crossness road, and is orientated east /west

Building D – is separated from the other residential blocks by the industrial yard and faces onto Crossness Road. It is also orientated east / west

- 1.65 The ground floor is the entrance level for all uses within the scheme. The ground floor light industrial is double height and the space is shown as a void at level 1. The upper floor of light industrial space is located at level 2 over the double height ground floor units. The light industrial units are proposed to be separated from the residential units by isolated party walls and floors/ ceilings to reduce noise intrusion between. A single storey retail/ commercial unit is located on the corner of Thames Road and Crossness Road, providing activation to the street. This is intended to be a cafe which will serve the local community.
- 1.66 The scheme has three residential cores with entrances at ground floor level. Each core has two lifts and a staircase. The entrance to blocks A and B are from Thames Road whilst C and D are from Crossness Road.
- 1.67 There are two undercroft car parks, accessed via secure shutters from Crossness Road. The car park in the north plot is level access, whilst the car park in the south plot has a small entrance ramp to address the rise in street level along Crossness Road.
- 1.68 The refuse and cycle stores for each building are located adjacent to the cores and have access directly to the cores. They also have street access for refuse collections from Crossness Road.
- 1.69 All residential units have access to a communal roof garden and have a private balcony or terrace which faces east - west & south so residents can enjoy direct sunlight. All units facing the communal gardens at Level 1 & 3 have private outdoor terraces/gardens. Units facing onto Thames Road and Crossness Road have inset balconies to provide an element of protection from the street, whilst balconies facing onto the courtyard spaces are projecting type to make the most of the external gardens.

Height, Scale and Massing

- 1.70 The proposed blocks comprise the following buildings and heights:
- Block A - 8 Storeys
 - Block B - 16 Storeys
 - Block C – 10 Storeys
 - Block D – 7 Storeys
- 1.71 Officers acknowledge that the proposed development would seek to introduce a number of tall buildings that are substantially taller than all the immediate buildings within the vicinity. From a townscape perspective, these buildings will be at odds with the prevailing character of the area and ordinarily likely to fall foul of a number of urban design policies that seek place sensitive design and for development to accord with and respect the prevailing character within the area.
- 1.72 However in this instance, given the site is within a proposed site allocation and has a masterplan prepared for it, it is clear a balance needs to be struck between seeking to respect aspects of the existing industrial character whilst addressing and realising the aims of the emerging local plan and SPD that seeks to inform it.
- 1.73 In relation to building heights the SPD states controlling heights and massing along *“Thames Road is considered less critical than improving the public realm, streetscape and ground plane, given that a reasonable degree of density is desirable to generate residential unit numbers and activity within the new district, and that good massing will to some extent follow naturally as a consequence of design parameters and constraints being applied individual plots by design teams as the area develops over time”*.

- 1.74 Furthermore, the SPD advises “General height datum of 6-7 storeys is appropriate and generally blocks should aim for this as a maximum height. However there is scope for well-designed taller elements within plots of 10-14 storeys, to support commercial viability & increase density, where this can be justified in townscape terms such as to mark significant corners, on key north south cross routes, nearer to taller industrial plots at west end of road.”
- 1.75 The proposed heights and scale of buildings generally accords with the datums suggested by the SPD, with the notable exception block B which at 16 storeys is higher than the 10-14 storeys suggested within the masterplan.
- 1.76 The consideration for officers is whether the height proposed can be accommodated within the plot in townscape terms. The proposed 16 storey element will as per the suggestion within the SPD mark a significant corner, on a key north south cross route. Furthermore, it is located towards the western end of the road as directed by the masterplan.
- 1.77 In relation to design, the proposed height at 16 storeys will also help create a marker by appearing significantly higher than the rest of the buildings which do not exceed 10 storeys. Therefore, it is envisaged to achieve a key marker function.
- 1.78 Therefore, in townscape terms there is justification for a taller building within this locality. Notwithstanding this, the development proposes 100% affordable housing with the additional storeys (floors 15 and 16) providing a total of 7 affordable units including two 3 bedroom, triple aspect units. This provision is a substantial benefit of the proposal and provides further support of the proposal in this instance.
- 1.79 The proposed massing approach is reflective of the SPD and would consist of a balance of medium rise buildings with taller elements. This would accord with the emerging master plan for the area and would help realise part of an emerging site allocation.
- 1.80 Overall, the proposed height, scale and massing can be supported in this instance.

Design/Materiality/Landscaping

- 1.81 The detailed design of the scheme has progressed through the pre-application process. This has included additional scrutiny from the Quality Review Panel to ensure that the proposed development is of exemplary standard given the quantum of development and prominent location.
- 1.82 Officers consider the external design and indicative materiality to be of a high quality. The materiality is a blend of red brick and grey brick which echoes the palette for the industrial brick sheds and contrasts against the Barking Riverside yellow tones. The grey brickwork on Building B (tallest building) highlights prominence at the corner. In addition, the dark brick base creates a strong ground element and takes reference to industrial heritage of the area where a dark engineering bricks to counter the wear and tear of a heavy working environment are not uncommon.
- 1.83 The proposed development has limited soft landscaping to the ground floor, reflective of the sites location and design. Instead the proposal seeks to have activated landscaped areas on each of the podiums to provide play and communal amenity space. There is 1,321m² quiet amenity space on the rooftops, as well as 1,785m² play space on levels 1 and 3 podiums This approach is considered appropriate to provide safe and secure spaces given the existing industrial nature of the area. Officers consider these aspects of the scheme to be paramount in achieving a high quality of design. As such, conditions have been recommended requiring full schemes of landscaping as well as boundary detailing to be submitted for additional review and to be kept in perpetuity once implemented and occupied.
- 1.84 The scheme is considered high quality however it is considered necessary to recommend conditions requiring samples of materials, in depth 1:20 drawings of the window details and reveals to be submitted and reviewed in detail prior to the commencement of the development. This is to ensure that the built-out quality of the scheme is exemplary and remains in accordance with the above policies which seek high quality sustainable development. This is considered particularly important given the uplift in the built form than presently exists on site.

Layout

- 1.85 Access and layouts to residential are safe and secure and are considered appropriately located on the two main frontages.
- 1.86 Furthermore, officers are satisfied appropriate design care has been taken to ensure the design of the industrial uses is compatible with the residential. In particular, noting the Light Industrial unit onto on Thames Road will be targeted at the lighter end of the Light Industrial user, which is envisaged as 'Maker Space', and has been provided with the potential for passing trade which will create street activation/ active facades.
- 1.87 Furthermore, eight of the light industrial units have direct access from the industrial yard at ground level with large industrial shutters. To avoid the potential of fly tipping and unwanted intrusion, the industrial yard will be secured out of hours with a gated entrance. This will remain open during work hours and closed at night.
- 1.88 Overall, it is considered appropriate care has been taken with respect to the design and layout of the proposed uses.

Crime and Safety

- 1.89 Officers have received a consultation response from the Metropolitan Police regarding the proposed development. In response to the consultation received, a condition has been recommended by Metropolitan police requiring each part of the building to achieve the secured by design accreditation prior to the first occupation of the development.
- 1.90 In accordance with Policy D12 the London Plan Intend to Publish a fire statement has been produced. This is considered broadly acceptable. The GLA have requested further information as part of the stage 1 response and this will be provided prior to a stage 2 referral.

Summary

- 1.91 Officers concluded that the architecture and overall design of the buildings has the potential to be successful and related successfully to the emerging vernacular in the vicinity of the site. However further specific details in relation to the materials and appearance would be necessary in order to ensure that an exemplar design quality was achieved. These have therefore been secured by way of a condition requiring these details prior to the commencement of the development. Officers therefore consider that the external design of the proposed development subject to the imposition of relevant conditions and heads of terms is acceptable.

Heritage and Archaeology

- 1.92 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a general duty on the Council in respect of listed buildings in exercising its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 1.93 In accordance with Section 72 Planning (Listed Buildings and Conservation Areas) Act 1990, in the assessment of the proposal the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of that area.
- 1.94 Section 15 of the NPPF (Conserving and enhancing the historic environment) advises Local Planning Authorities to recognise heritage assets as an "irreplaceable resource" and to "conserve them in a manner appropriate to their significance" (para.184). Paragraph 195 goes on to say LPAs need to consider whether a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset.
- 1.95 Draft London Plan Policy HC1 states that "development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings."
- 1.96 The above policies are reiterated at a local scale within, Policies BP2 and CP2 of the Local Plan, policy DM14 of the Draft Local Plan which seek to conserve heritage assets and avoid harm.
- 1.97 The application site is not envisaged to unacceptably affect the setting of any heritage assets, given there are none within the immediate vicinity.

Below Ground Archaeology

- 1.98 Officers note Historic England's representation on the application and subject to conditions it is considered archaeological matters will be appropriately dealt with.

Impacts to neighbouring amenity:

- 1.99 NPPF Objective 170 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.
- 1.100 Policy 5.3 of the London Plan requires development proposals to demonstrate that sustainable design standards are integral to the proposal and should minimise carbon dioxide emissions across the site. London Plan Policy 7.1 requires, amongst other things, that the design of new buildings and the space they create should help reinforce or enhance the character, legibility, permeability and accessibility of the development. Policy 7.4 states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. Policy 7.6 outlines that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy 7.14 seeks to protect people in areas of poor air quality (such as AQMAs). Policy 7.15 seeks to avoid significant adverse noise impacts on health and quality of life as a result of new development.
- 1.101 Policy D1 of the Draft London Plan states that development design should deliver appropriate outlook, privacy and amenity. Policy D14 of the Draft London Plan seeks to reduce, manage and mitigate noise to improve health and quality of life. The Draft London Plan is at an early stage of public consultation and whilst material and relevant, Officers apportion lesser weight to these requirements than those within adopted policies outlined above which are accorded full weight.
- 1.102 Policy BP8 of the Borough Wide DPD seeks to protect residential amenity, by ensuring new developments including conversions, do not expose existing and proposed occupiers to unacceptable levels of pollution that may arise. This includes noise, smoke, fumes, refuse, comings and goings and/ or lighting during construction and occupation. This is supported by policies DM11, DM16 and DM25 of the Draft Local Plan.
- 1.103 In relation to standards for privacy, daylight and sunlight the London Plan Housing SPG states that "An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time. The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm."

Daylight and Sunlight

- 1.104 The application has been accompanied by a Daylight and Sunlight Assessment. The applicant has conducted an assessment which has taken into consideration the vertical sky component (Vsc) and Average Daylight Factor (ADF) for the surrounding residential properties. The proposed survey took into consideration the following properties within the surrounding vicinity:
- 1-9 (odds) Lawes Way;
 - 9 Gatward Place;
 - 15-19 Crossness Road; and
 - Bluebird House, 22 Crossness Road.

- 1.105 The results of the VSC assessment have shown that 67 out of the 69 (97%) windows assessed within these properties, will show full compliance with the VSC targets recommended by the BRE guidance. The two remaining windows serve 1 and 3 Lawes Way and serve rooms that have other windows which enjoy a clear and unimpeded views and fully compliant levels of VSC. Therefore, the impact to daylight within this room will be minimal and overall acceptable.
- 1.106 In respect of annual probable sunlight hours (ASPH) measured during the summer and winter months. Of 19 south facing rooms within the submitted report 18 (94%) will retain good levels of sunlight in excess of the given criteria and is therefore entirely consistent with the BRE guidance. The report also advises the remaining room has one windows with a south facing window that sits to the north of the building it serves. This is considered a technical breach by the submitted report.
- 1.107 The daylight and sunlight report has also included an open space assessment. This survey included both existing and proposed open spaces and determines whether the areas would receive less than 2 hours of sunlight on the 21st of March. The submission demonstrates the surrounding gardens would generally maintain existing levels of sunlight.
- 1.108 Officers acknowledge following the review of the submitted daylight report that the scheme is generally in accordance with the BRE guidelines. Officers consider that that the proposed development with respect to daylight/sunlight matters would be acceptable; and would not result in any unacceptable harm upon the quality of the neighbouring residential properties with respect to loss of daylight/sunlight.
- 1.109 Whilst surrounding commercial uses have not been tested for daylight/sunlight, given the nature of the uses not being sensitive, this is considered acceptable.

Outlook and Privacy

- 1.110 Given the proximity of the development to the surrounding residential/commercial uses officers are satisfied the proposed development will not give rise to any unduly unacceptable privacy issues or restricted outlook for future residents.

Noise

- 1.111 The proposed development would be considered to be a significant intensification of uses at the application site given the large increase in residential units.
- 1.112 To mitigate the impact of the development a number of conditions have been recommended by Environmental Health. These includes a Scheme of Acoustic Protection, details of Noise Insulation of Party Construction, details of Any Commercial Kitchen Extract Ventilation System and restrictions on the Hours of Use of Non-Residential Uses to be permitted only between 07:00 and 23:00 on any day and Delivery/Collection Hours only be permitted to take place between the hours of 07:00 hrs and 21:00 hrs on any day.
- 1.113 These conditions are necessary to prevent any undue disturbance to residential occupiers and occupants of neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.
- 1.114 Further regard has been given to the construction phase of the development which would give rise to additional noise. It is noted that the construction phase of the development would be temporary and would not be a permanent contributor of noise to the surrounding properties. Furthermore, officers have recommended a robust demolition and construction management plan shall be required to be submitted by way of a condition. Officers note that this must be submitted and agreed by the Local Planning Authority prior to any above ground works being carried out. This is to ensure that the method of demolition and construction is agreed and would be designed to minimise the potential risk of adverse impacts to any of the surrounding neighbouring properties. Additionally, officers have recommended a compliance condition controlling hours of construction given that there are existing residential properties within proximity to the development site. As such, the construction hours shall be limited to: 08:00 and must finish no later than 18:30 Monday to Friday and 09:00 – 13:00 on Saturdays with no construction works taking place on Sundays or public holidays.

Air Quality

- 1.115 Policy 7.14 of the London Plan emphasises the importance of tackling air pollution and improving air quality and states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas). Similarly, Policy SI1 of the Draft London Plan also states that all development should be air quality neutral as a minimum.
- 1.116 The air quality report has been considered by officers and is acceptable in aligning with the above policies. The report has outlined that no operation mitigation measures are required. It is noted that a number of the mitigation measures are secured through the demolition and construction management plan, delivery and servicing and through the Heads of Terms which are securing a car free development with conditioned electrical vehicle charging points.
- 1.117 Such limited impacts upon the amenities of neighbouring occupiers have been identified, but mindful of the constraints of the site, the urban context and the limited number of properties materially affected; officers have taken an on balance view in favour of the proposals and consider the proposals to be on the whole consistent with the objectives of the aforementioned policies. Subject to the imposition and accordance with the recommended conditions mentioned in the above sections.

| Sustainable Transport: | | | |
|---|---|--|--|
| <i>Net gain/loss in car parking spaces:</i> | 47 | <i>PTAL Rating</i> | 1a/1b |
| <i>Proposed number of cycle parking spaces:</i> | 294 residential 25 for industrial uses 6 café use | <i>Closest Rail Station / Distance (m)</i> | Upney 1.45km Barking 2.2km Under construction Barking Riverside Overground Station 1km |
| <i>Restricted Parking Zone:</i> | No | <i>Parking stress survey submitted?</i> | No |

- 1.118 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.
- 1.119 Policy 6.1 (Strategic Approach) of the London Plan seeks to promote sustainable modes of transport and accessibility and reduce the need to travel by car. Policy 6.3 (Assessing Effects of Development on Transport Capacity) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. London Plan Policy 6.13 (Parking) seeks to ensure a balance is struck to prevent excessive car parking provision that can undermine cycling, walking and public transport use and through the use of well-considered travel plans aim to reduce reliance on private means of transport
- 1.120 This is also echoed by Policies BR9, BR10 and BR11 of the Borough Wide policies and Policy DMT1 of the emerging local plan (Reg 19 stage), which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling.
- 1.121 The application site has a PTAL level ranging from 1a/1b, which represents poor levels of access to public transport. There is a bus stops located adjacent to the application site serving the EL3 route to Barking Station and Redbridge.

- 1.122 It is clear the existing area is not served well with Public Transport. However, this will improve gradually given the Barking Overground station, which is located approximately 1km from the site is currently under construction.

Car Parking and Blue Badge

- 1.123 The number of residential parking spaces for the site is provided at a ratio of 0.3 spaces per unit (47 for 156 units), which is considered to take account of the low PTAL as well as London Plan spatial designations and use classes in order to comply with the maximum car parking standards. The GLA within the stage 1 response consider the level of parking to be excessive and effectively seek a car-free development. This is the approach taken by the Council at town centre sites. However, in this instance given the very low PTAL at the moment it is considered some parking on site is necessary. The development is also 100% affordable so could attract residents from the borough including families who currently have and rely on cars.
- 1.124 Furthermore, the concerns raised by local residents during consultation related to concerns over the lack of parking provision. This is based on anecdotal evidence at Barking Riverside. Therefore, officers consider a balance must be struck to ensure parking is kept low and at the same time, provision is available for residents.
- 1.125 Given the limited number of parking spaces provided on site a condition is considered necessary to secure a Car Park Design and Management Plan.
- 1.126 In addition, through discussions with the Transport officer a financial contribution towards car club facilities within the vicinity of the site and free car club membership for a two calendar years has been agreed to further mitigate any potential impact within the surrounding area.
- 1.127 As per the s106 Heads of Terms the applicant has agreed to a financial contribution towards the consultation and setting up of a controlled parking zone and for the proposed development to be permit free. This will help ensure the impact on the surrounding area is minimised and suitably mitigated against.
- 1.128 For the light industrial element of the proposals, the London Plan does not set specific requirements for this land use. It is proposed that 10 standard car parking bays and 17 spaces suitable for accommodating vans will be provided to meet the needs of the development.
- 1.129 The emerging London Plan provides greater flexibility for implementing blue badge spaces at new residential developments, with 3% of residential units requiring at least one blue badge space from the outset, providing a further 7% could be implemented in the future should demand require it. The proposal is to provide 5 bays for Blue Badge holders only, this is considered acceptable and necessary to be secured by condition.
- 1.130 Electric vehicle charging points (EVCP) are to be provided in accordance with the standards set out within the emerging London Plan, with 20% active spaces shall thereafter be retained permanently and the remainder benefitting from passive provision to ensure that they can be converted to EVCP at a later stage if deemed necessary and this is considered necessary to be secured by condition.

Cycle Parking

- 1.131 A total of 294 residential and 31 non-residential cycle spaces are to be provided within the development. The resident cycle parking is also accessible from the main cores thereby encouraging use of it. The proposals meet the minimum requirement and therefore accord with the abovementioned policies. Officers have included a condition to ensure that the cycle parking shall be delivered in full prior to the occupation of the residential units and retained thereafter. This is to ensure that sustainable modes of transport are promoted and easily available without additional effort for residents.

Public Realm/Obligations

- 1.132 In order to secure works to the highway for the proposed development, the applicant would be required to enter into a Section 278 agreement with the London Borough of Barking and Dagenham to secure the highways works which will be tied to the legal agreement. These have been added as heads of terms.
- 1.133 More specifically these would respond to land that does not fall within the redline boundary of the application site. The applicant would therefore be required to provide a detailed highways plan outlining the adopted land and the full scope of the works that will be carried out. This also includes removal or provision of any redundant crossovers.
- 1.134 In addition, the applicant has agreed a financial contribution towards the setting up of a Controlled Parking Zone around the development and has also agreed to a further s106 obligation to restrict future occupiers from applying for permits within any CPZ. This is considered necessary given the masterplan aspirations for significant residential within the vicinity.

Demolition and Construction

- 1.135 It is considered necessary to recommend a condition requiring a detailed document outlined method of mitigation for potential impacts to the highway and surrounding environment as well as a Construction Logistic Plan. Adherence to such condition will ensure there will be no unacceptable impacts upon the safe and efficient operation of the surrounding highways or quality of the public realm and neighbouring amenity during the development phase.

Servicing and Delivery

- 1.136 A condition has been recommended to ensure that a full detailed delivery and servicing plan has been provided prior to the commencement of the proposed development.
- 1.137 It is considered for the purpose of refuse collections the development would need to have a collection on a weekly basis and on an ad-hoc basis for other deliveries. It is proposed that deliveries and servicing will take place via a kerbside arrangement in Crossness Road.
- 1.138 To accommodate other servicing vehicles likely to be a 10m rigid truck at worst, but predominantly 7.5 tonne box vans will need to be provided an on-street space within Crossness Road so these vehicles can safely load and unload. To prevent abuse of the designated area, restrictions will be required to limit the amount of time a vehicle can set down here. These will be secured as part of the Section 278 works.

Summary

- 1.139 Noting the recommendation of LBBD Transport officers, Transport matters are considered acceptable subject to heads of terms and a S278 agreement between the applicant and the council. In addition to the conditions mentioned above, the proposal with respect to transport and travel is considered acceptable.

Employment:

- 1.140 As well as securing jobs for the borough, the proposed development will also contribute to employment for residents within the borough. Officers will secure an Employment, Skills and Suppliers Plan at least 6 months prior to commencement on site, ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses. In addition the proposal will look to secure where possible end users of the industrial units being local residents of the borough where possible.
- 1.141 It is therefore considered by officers that the proposal will provide far reaching benefits beyond the description of development.
- 1.142 It is therefore considered that the proposal accords with London Plan Policies 3.1, 3.3, 3.4, 3.8, 3.9, 3.10, Draft London Plan policies GG1, GG4, H4 and Emerging Local Plan Policies SPDG1 and Policy SP4 with regards to affordable housing and building inclusive communities.

Impact on surrounding industrial uses- agents of change:

- 1.143 The NPPF at 182 seeks to ensure new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.
- 1.144 This is carried through Policies E7 and D13 of the Draft London Plan intend to publish version and policy DMD 1 of the new Local Plan (reg 19 version).
- 1.145 The emerging Thames Road Masterplan states “Agent of Change issues: there are a number of plots within the industrial SIL with so-called ‘bad neighbour’ uses, shown in brown, such as waste transfer, recycling, aggregates processing etc that generate significant noise, air pollution or smell meaning that they may present problems for new residential development adjacent”.
- 1.146 Surrounding the area exist a number of industrial and commercial uses, including a church, beauty supply shop, dairy industry, electrics shop, wedding venue, food suppliers and car repair works. The majority of these uses are typical industrial uses that are not particular high noise generating. The dairy industry could involve early morning deliveries, and the wedding venue may have people leaving late at night. Also, these uses fall outside the ‘bad neighbour’ uses identified within the masterplan.
- 1.147 In addition, technical assessments submitted with the application and discussed above, demonstrate the development is unlikely to prejudice the ability of these neighbouring uses from continuing. Overall, officers are satisfied the introduction of residential at this part of Thames Road will not have an adverse impact on these uses.

Waste management:

- 1.148 London Plan Policy 5.3 (Sustainable Design and Construction) seeks to ensure that the highest standards of sustainable design and construction are achieved and seeks to ensure minimisation of the generation of waste and maximisation of reuse and recycling whilst adopted London Plan Policy 5.17 (Waste Capacity) specifically stated that suitable waste and recycling storage facilities are required in all new developments.
- 1.149 The above polices are reinforced by Draft London Plan Policies D6 and S18 (Waste Capacity and Net Waste Self-Sufficiency). Policy INF3 (Waste and Recycling) of the Local Plan seeks to minimise or mitigate the impacts of waste transport and management on the environment and the borough’s residents.
- 1.150 A full servicing delivery plan has been requested to consider the proposal in detail prior to the occupation of the uses is recommended.

Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):

| | |
|--|------------------------------|
| <i>Renewable Energy Source / %</i> | Air Source Heat Pumps |
| <i>Proposed CO₂ Reduction</i> | 38% |

- 1.151 The NPPF strongly emphasises a presumption in favour of sustainable development, stating that there are three dimensions to sustainable development: economic, social and environmental.
- 1.152 London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
 - 1. Be lean: use less energy
 - 2. Be clean: supply energy efficiently
 - 3. Be green: use renewable energy
- 1.153 Policy 5.2 states that the Mayor will work with boroughs and developers to ensure that major developments meet targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations 2010 leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019. The policy sets the target for non-domestic buildings in 2017 as

a per the Building Regulations requirements. Where there is a shortfall from these targets a cash in lieu payment is required as set out within adopted London plan standards at £60 per tonne, per year over a 30 year period.

- 1.154 London Plan Policy 5.3 requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. Major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance and this should be clearly demonstrated within a design and access statement.
- 1.155 Policy 5.7 of the London Plan (Renewable energy) seeks an increase in the proportion of energy generated from renewable sources, and states that major development proposals should provide a reduction in expected carbon dioxide emission through the use of on-site renewable energy generation, where feasible
- 1.156 Policy 5.9 of the London Plan (Overheating and cooling) requires major development proposals to reduce potential overheating and reliance of air conditioning systems and demonstrate this in accordance with the following cooling hierarchy: 1) minimise internal heat generation through energy efficient design; 2) reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls; 3) manage the heat within the building through exposed internal thermal mass and high ceilings; 4) passive ventilation; 5) mechanical ventilation; and 6) active cooling systems (ensuring they are the lowest carbon options). The policy also requires major development proposals to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. This is further supported by Policy 5.10 that promotes urban greening such as tree planting, green roofs and walls, and soft landscaping. The above policies are reinforced in the Draft London Plan at Chapter 9.
- 1.157 Section 43 of the Deregulation Act 2015 outlines that development consisting of the construction or alteration of buildings to provide dwellings, or the carrying out of any work on dwellings should be designed and completed in accordance with the energy efficiency requirements outlined within building regulations.
- 1.158 The application has been submitted accompanied by a sustainability statement and energy statement. The energy statement and the submitted plans outlined that the proposed development would seek to use air source heat pumps, which are considered appropriate to be installed. This technology would have aim to reduce carbon emission by offsetting grid electricity which has a high carbon footprint.
- 1.159 The initial emissions reduction has been calculated at 38% which would be in excess of the 35% baseline set for non-residential major development. As outlined above however there is a requirement for domestic development of this nature to achieve a zero-carbon target. Where these emissions targets cannot be met on-site the London Plan states any shortfall should be provided off-site or through a cash-in-lieu contribution which is used to secure carbon dioxide savings elsewhere. The report accompanying the planning application calculates the application scheme will need to off-set the remaining carbon produced by way of a financial contribution.
- 1.160 The above financial contribution will be included as part of the application's section 106 heads of terms. A condition will also be included for the passive and renewable energy savings measures in the Energy & Sustainability Statement to be implemented prior to the development being occupied.
- 1.161 Officers note, having regard to the London Plan Energy Hierarchy that connection to existing district heat networks should be the priority. The extant outline permission comprised a condition which made reference to the site seeking to provide a site wide energy solution. In anticipation of a future district heat network at Barking Town Centre, the submission advises the application will include a future district heating connection from the edge of the site. Therefore, an additional compliance condition and s106 obligation has been recommended requiring the proposed development to connect to the abovementioned existing heat network. Any aspiration to deviate from this arrangement must first be agreed by the local planning authority.
- 1.162 In accordance with the GLA Stage 1, a condition has also been recommended to ensure the water efficiency of the development meets the latest Building Regulations.

- 1.163 Lastly, in relation to sustainability the submitted document outlines the non-residential to achieve 'very good' Building Research Establishment Environmental Assessment Method (BRE). The local plan and emerging local plan policies require Excellent. As such, in agreement with the applicant a condition has been recommended to secure BRE Excellent.
- 1.164 Subject to suitable conditions and S106 Heads of Terms to safeguard the above measures, the proposal is considered satisfactory in terms of sustainability and energy matters and in compliance with the aforementioned policies.

Biodiversity & Sustainable drainage:

- 1.165 The NPPF states that planning systems should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 1.166 Policy 7.19 of the London Plan and Policy G5 relates to Urban Greening requiring major residential development to achieve an urban greening factor of 0.4. Policy G6 of the Draft London Plan require new developments to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough's natural environment. This approach is also set out in Policy SP5 of the emerging local plan (Reg 19 stage).
- 1.167 The proposed site has no trees or shrubs, the proposed development includes greening, as well as soft landscaping which will contribute to a net gain in biodiversity.

Sustainable Drainage

- 1.168 Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated by Policy SI13 of the Draft London Plan and at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Reg 19 stage).
- 1.169 A drainage strategy/flood risk assessment has been submitted as part of the application. The main design principals and proposals as set out in this document have been accepted by officers. Officers have recommended a condition requiring an approved detailed drainage design to be provided prior to commencement of construction work on site and this will be secured by condition. Also, an additional condition to secure that the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan shall be added.

Conclusions:

In deciding to grant planning permission, the Council found the proposal to be acceptable following careful consideration of the relevant provisions of the National Planning Policy Framework, the Development Plan and all other relevant material considerations. The Council is satisfied that any potential material harm in terms of the impact of the proposal on the surrounding area would reasonably be mitigated through compliance with the listed conditions and associated legal agreement.

Appendix 1:

| Development Plan Context: The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance: | |
|--|---|
| <i>National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)</i> | |
| <i>The London Plan: Spatial Development Strategy for London (GLA, consolidated with alterations since 2011, published March 2016)</i> | Policy 1.1 - Delivering the strategic vision and objectives for London Policy 3.1 - Ensuring equal life chances for all Policy 3.3 - Increasing housing supply Policy 3.4 - Optimising housing potential Policy 3.5 - Quality and design of housing developments Policy 3.8 - Housing choice Policy 3.9 - Mixed and balanced communities Policy 3.10 - Definition of affordable housing Policy 3.16- Protection and enhancement of social infrastructure Policy 5.3 - Sustainable design and construction Policy 5.10 - Urban greening Policy 5.17 - Waste capacity Policy 6.1 - Strategic approach Policy 6.3 - Assessing effects of development on transport capacity Policy 6.9 - Cycling Policy 6.10 - Walking Policy 6.13 - Parking Policy 7.1 - Lifetime neighbourhoods Policy 7.2 - An inclusive environment Policy 7.3 - Designing out crime Policy 7.4 - Local character Policy 7.5 - Public realm Policy 7.6 - Architecture Policy 7.8 - Heritage assets and archaeology Policy 7.14 - Improving air quality Policy 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate townscapes Policy 7.19 - Biodiversity and access to nature |
| <i>The Mayor of London's Draft London Plan - Intend to Publish version December 2019 is under Examination. Having regard to NPPF paragraph 48 the emerging document is a material consideration and appropriate weight will be given to its policies and suggested changes in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i> | |
| <i>Draft London Plan - Intend to Publish version December 2019</i> | Policy GG1 - Building strong and inclusive communities Policy GG2 - Making the best use of land Policy GG3 - Creating a healthy city Policy GG4 - Delivering the homes Londoners need Policy D1 - London's form, character and capacity for growth Policy D2 – Infrastructure requirements for sustainable densities Policy D3 – Optimising site capacity through the designed approach Policy D4 – Delivering good design Policy D5 – Inclusive design Policy D6 – Housing Quality Standards |

| | |
|---|---|
| | <p>Policy D7 – Accessible Housing Policy D8 – Public Realm Policy D11 – Safety, security and resilience to emergency Policy D12 – Fire Safety Policy D14 - Noise Policy H1 - Increasing housing supply Policy H2 - Small sites Policy H4 – Delivering affordable housing Policy H5 – Threshold approach to applications Policy H6 – Affordable housing tenure Policy H7 – Monitoring of affordable housing Policy H10 – Redevelopment of existing housing and estate regeneration Policy H12 - Housing size mix Policy HC1- Heritage and conservation Policy S1 -Developing London’s social infrastructure Policy S3 – Education and childcare facilities Policy G1 - Green infrastructure Policy G5 - Urban greening Policy G6 - Biodiversity and access to nature Policy SI7 - Reducing waste and supporting the circular economy Policy SI8 - Waste capacity and net waste self-sufficiency Policy T1 - Strategic approach to transport Policy T2 - Healthy Streets Policy T3 - Transport capacity, connectivity and safeguarding Policy T4 - Assessing and mitigating transport impacts Policy T5 - Cycling Policy T6 - Car parking</p> |
| <p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p> | <p>Policy CM1 - General Principles for Development Policy CR2 - Preserving and Enhancing the Natural Environment Policy CR3 - Sustainable Waste Management Policy CP2 - Protecting and Promoting our Historic Environment Policy CP3 - High Quality Built Environment Policy CC2: Social Infrastructure to Meet Community Needs</p> |
| <p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p> | <p>Policy BR1 - Environmental Building Standards Policy BR3 - Greening the Urban Environment Policy BR4 - Water Resource Management Policy BR9 - Parking Policy BR10 - Sustainable Transport Policy BR11 - Walking and Cycling Policy BR15 - Sustainable Waste Management Policy BP2 - Conservation Areas and Listed Buildings Policy BP8 - Protecting Residential Amenity Policy BP11 - Urban Design</p> |
| <p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at an “advanced” stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and substantial weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p> | |

| | |
|---|--|
| <p><i>The London Borough of Barking and Dagenham's Draft Local Plan: (Regulation 19 Consultation Version, October 2020)</i></p> | <p>Policy SPDG1 - Delivering Growth Policy SP4 - Delivering Homes that Meet People's Needs Policy SP2 - Delivering High Quality Design in the Borough Policy SP6 – Green and Blue Infrastructure Policy SP7 - Securing a Sustainable and Clean Borough Policy SP4- Delivering social infrastructure in the right locations Policy DMH1 - Affordable Housing Policy DM2 - Housing Size and Mix Policy DMD1 - Responding to Place Policy DMNE1 - Protecting and Improving Parks and Open Spaces Policy DMNE2 Urban greening Policy DMNE3- Nature Conservation and Biodiversity Policy DMNE5 - Trees Policy DMSI 2 - Energy, Heat and Carbon Emissions Policy DMSI4 - Improving Air Quality Policy DMSI6 - Managing Flood Risk, including Surface Water Management Policy DMSI9 - Managing our Waste Policy DMT1 - Making Better Connected Neighbourhoods Policy SP4: Planning for social infrastructure Policy DMS1- Protecting or enhancing facilities</p> |
| <p><i>Supplementary Planning Documents</i></p> | <p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended) Housing Supplementary Planning Guidance (2017) Accessible London: Achieving an Inclusive Environment (2014) Affordable Housing and Viability (2017) Character and Context (2014) Housing (2016) Play and Informal Recreation (2012) Sustainable Design and Construction (2014)</p> |

Additional Reference:

Human Rights Act

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

Equalities

In determining this planning application, the BeFirst on behalf of the London Borough of Barking & Dagenham has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are no adverse equalities issues.

Appendix 2:

| Relevant Planning History: | | | |
|-----------------------------------|--|----------------|----------|
| <i>Application Number:</i> | 19/00159/PRIOR4 | <i>Status:</i> | Approved |
| <i>Description:</i> | Application for prior notification of proposed demolition of single storey portal frame industrial building and 2 storey office block. | | |

Appendix 3:

The following consultations have been undertaken:

- LBBB Community Solutions
- LBBB Policy and Participation
- LBBB Employment and Skills
- LBBB District Heating / Energy
- LBBB CCTV, Community Safety and Public Protection
- LBBB Environmental Health
- LBBB Emergency Planning
- LBBB Refuse Services
- LBBB Car Club / Travel plan / CPZ / Parking
- LBBB Access Officer
- LBBB Lead Local Flood Authority
- Greater London Authority
- Designing Out Crime
- Essex and Suffolk Water Company
- National Grid
- UK Power Networks
- London Fire Brigade
- Thames Water
- Historic England Archaeology
- Historic England Buildings
- Transport for London
- London City Airport
- Natural England
- Environment Agency
- Be First Transport Development Management

| Appendix 4 : Summary of Consultation responses: | | |
|--|---|--|
| Consultee | Summary of Comments | Officer Comments |
| LBBB Environmental Health | No objection subject to conditions relating to control any loss of amenity. | Noted. Conditions have been recommended accordingly |
| Thames Water | Thames Water would advise that with regard to waste water and sewage treatment infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water TW would have no objection | Noted. |
| National Grid | Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified. Can you please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application. | Noted. An informative is recommended advising the applicant. |

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| LBBB Transport | <p>No objection subject to conditions and heads of terms relating to :</p> <ul style="list-style-type: none"> - Car free development - Car Club - Highways plan - Demolition and Construction Management Plan - Delivery and servicing | Noted. Discussed in the relevant sections of the report. Conditions and heads of terms included. |
| Historic England | No objection | Noted |
| Historic England Archaeology | <p>Initial correspondence received: September 2020.</p> <p>No objection subject to the imposition of conditions.</p> | The requested condition has been recommended. |
| London Underground | No comments to make on the application. | Noted. |
| Environment Agency | EA are satisfied that the Flood Risk Assessment has assessed the risk from a breach in the Thames tidal flood defences using the latest modelled tidal breach data and not proposed any sleeping accommodation below the modelled tidal breach flood level. The proposal does have a safe means of access and/or egress in the event of flooding from all new buildings to an area wholly outside the floodplain however, safe refuge within the higher floors of the development has been suggested. To improve flood resilience, we recommend that, where feasible, finished floor levels are set above the 2100 breach flood level, which is 3.67m AOD. | Noted. |
| London Fire Brigade | No additional hydrants are required, and no further action is required by our office. LFB are happy for the works at this site to go ahead as planned. | Noted. |
| GLA/Transport for London | <p>Stage 1 response</p> <p>Principle of uses could be acceptable . In order to support the underlying principles of Policy E7(D3) of the Intend to Publish London Plan, further information is required on the industrial intensification strategy and mechanisms to secure the delivery of the intensified industrial uses.</p> <p>Housing and residential quality: The provision of 100% affordable housing (52% LAR, 48% Affordable rent) is supported. Affordability details and early stage review will need to be secured in any section 106 agreement. Given the high numbers of 1-bed and 2-bed units,</p> | <p>The applicant has advised the intention is to address these issues in the form of further information. This will be provided to the GLA at Stage 2.</p> <p>A number of matters are to be conditioned and secured within legal agreements. With the exception of a bus contribution. Officers feel this has not been justified given the impact of the development. As further sites come forward within the masterplan this could be revisited.</p> |

| | | |
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| | <p>the applicant is encouraged to provide further justification for the housing mix</p> <p>In accordance with the Agent of Change policy, the applicant may need to consider potential mitigation measures. The Council should ensure that the playspace is of high quality, whilst the applicant should confirm that all residents would have access to all areas of playspace</p> <p>Urban design: A spatial strategy should improve the quality and experience along key routes. An interim public realm strategy should also ensure that pedestrian access and safety to the site is prioritised.</p> <p>Environment Further information and mitigation is needed in relation to energy, water, circular economy and urban greening</p> <p>Transport: The proposed amount of car parking is unjustified and dominates the design of the scheme, including significantly limiting the space available for industrial units and leading to unacceptable traffic impact; the design should be amended to reduce this parking. Cycle parking is proposed in a form which will not be accessible to a significant proportion of residents. Contributions should be secured to mitigate the impact on bus services, and to improve the environment for active and sustainable travel. Management plans should be secured by condition.</p> | |
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Appendix 5:

| Neighbour Notification: Two rounds of consultation undertaken | |
|--|--|
| Date of Press Advertisement: | 18/10/2020 |
| Date of Site Notices | 08/10/2020 |
| Number of neighbouring properties consulted: | 364 |
| Number of responses: | 3 |
| Address: | Summary of response: |
| Lithuanian Beer Ltd | <p>I am writing in support of the 12 Thames Road development. I am a local wholesale business owner and landlord and have been located on Thames Road for over 10 years. The 12 Thames Road development retains commercial floor space, which would allow my business and businesses like mine to integrate into the proposed wider development of Thames Road. I hope the development is approved and approval would give me confidence to continue to invest in my business and reassure my 8 full time employees.</p> |
| Barking Reach Residents Association | <p>Essentially it is say that additional parking should be provided for this development somehow.</p> <p>Residents are concerned that with only 47 resident parking spaces in planning for 12 Thames Road, on site, at 0.5 per dwelling, that this will put huge pressure on the surrounding streets.</p> <p>It will have a knock on effect throughout the Riverside estate down Galleons Drive I believe.</p> <p>There will inevitably be those who will buy dwellings at 12 Thames Road, when it is constructed, on the basis of sales chatter about parking spaces being provided, and additionally, many who have two cars because both partners work in order to afford the dwelling.</p> <p>We know this as a fact because of our on-going experience on Barking Riverside. There could be a great deal more than 50 extra cars with no place to park once the building is complete.</p> <p>This means that those without a space will park illegally, taking people's bays and visitor spaces where they don't have permits, and blocking people in.</p> <p>And then there are their visitors, and what happens when they have parties, house warning, etc?</p> <p>In my view, the whole policy of reducing parking is flawed, when the big car manufacturers can be discovered to be flouting regulations and pouring pollution into the streets while claiming to be green, as per the diesel scandal - it is them that we need to go after, not the ordinary working people who need a vehicle to get to work.</p> <p>They could have entirely switched to electric vehicles by now.</p> |

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|---|--|
| | <p>But as an immediate solution, more needs to be done to provide free, accessible parking in the area. The remaining double yellow lines are too restrictive, for instance on Mallards Road and Handley Page Road as well.</p> |
| <p>Resident at Stephen Tuckwell House 24 Crossness Road</p> | <p>I am writing to comment on the revised application for the redevelopment of 12 Thames Road (19/01970/FUL). Whilst I am generally supportive of the scheme as it will regenerate an empty site with light industry and provide much needed affordable housing, I have concerns about the amount of car parking being provided. It is currently proposed that 47 car parking spaces are provided for the 156 residential units (30%) and 17 spaces for the light industrial units.</p> <p>Thames Road is currently mainly industrial with a range of different land uses, including warehouse/distribution units, metals recycling, car mechanics and light manufacturing. Most of these industries rely on private/commercial vehicles to access their premises. Thames Road and surrounding roads currently have very few parking restrictions and provide on-street parking for the existing businesses currently located in the area. Thames Road is served by one bus route (EL3) and has a Public Transport Accessibility Level (PTAL) of 1b. This represents a poor level of public transport accessibility.</p> <p>The site is adjacent to the Barking Riverside development (of which I am a resident). The development will see a range of improvements to the local area including improved public transport. The new London Overground station at Barking Riverside is currently due to open in December 2021 (in advance of the first occupations at 12 Thames Road) which will see a marginal increase of the PTAL rating to level 2 across the development site. It is therefore likely that the PTAL rating for 12 Thames Road will be level 2 as well, however this is not explicitly stated in the planning application documents.</p> <p>The site forms part of the Barking Riverside Gateways Housing Zone and the London Riverside Opportunity Area. This will see Thames Road change from purely industrial to a mix of industrial and residential usage – something which I fully support. However, managing this transition will be challenging as acknowledged by the Draft Thames Road Masterplan Supplementary Planning Document (SPD) which will be consulted on shortly. The SPD notes that this transition is expected to be a long-term plan (potentially 30 years) and will require individual plots to be developed at different times. It proposes that the on-street parking will be removed or greatly reduced along Thames Road, with the use of new Controlled Parking Zones where required. The document also notes that a temporary multi-storey car park will be provided on one of the council-owned sites on Thames Road. It is unclear though as to how this will be done – i.e. at what point will the Controlled Parking Zone be introduced and who will be able to use this temporary multi-storey car park.</p> <p>The original transport assessment completed by Atkins looked at the type of households likely to live in the development in accordance with Transport for London's Transport Classification of Londoners (TCoL). In line with the rest of the borough, the site is expected to mainly house the following household profiles: Affordable Transition (6%), Family</p> |

Challenge (18%), Settled Suburbia (7%) and Suburban Moderation (63%). For the largest category, Suburban Moderation, whilst 36% of households have no car, 47% have one car whilst 17% have two or more cars. For the following category, Family Challenge, 50% have no cars whilst 41% have one car and 9% have two or more cars. Therefore, I am very concerned that the car parking provided onsite (0.3 spaces/dwelling) will be insufficient and will cause an overspill into the surrounding roads. This is because the parking provision assumes that only 30% of households will have one car, which contradicts the TCoL profiles showing that 64% of the majority of households anticipated to live in the development will own at least one car. This will logically mean some residents will need to park off-site, presumably on the surrounding streets. Then, should a Controlled Parking Zone be introduced at a later date, this will cause further issues for those residents who already have got used to parking on the surrounding roads.

I'd add that although the Draft London Plan notes that for Outer London Opportunity Areas the maximum car parking provided is 0.5 spaces/dwelling, it also notes that Outer London suburbs with a PTAL of 2 increases the maximum parking to 1 space/dwelling, which personally seems more realistic from my experience of living in Phase 1 of Barking Riverside, where 1 space/dwelling has been provided and has not proved enough for the similar reasons to the arguments I've made in this letter. Therefore, I would suggest that if the planning officer is mindful to grant permission, considerations should be given as to whether any planning conditions should be attached to this application which would support the introduction of a controlled parking zone on the neighbouring streets. This could be through restricting permits for residents from dwellings from this site or seeking a financial contribution to the introduction of such a zone via a section 106 agreement or other means. I would also hope the developer is asked to submitted a Parking Design and Management Plan (in line with the New London Plan) to describe how it intends to manage the allocation of parking on site. It may be worth considering whether a planning condition requiring a car parking management regime be adopted to avoid parking conflicts on the site.

Officer Summary:

Officers note receipt of the objections listed above. The material planning considerations are addressed within the planning assessment.

It is clear the main concern from residents is the lack of parking within the development and the potential knock of effect. This is covered within the material planning considerations. Notwithstanding this, officers have reached a conclusion subject to conditions and s106 obligations the proposed development in relation to it's impact on the local highway network is considered acceptable.

Appendix 6:

Conditions & Informatives:

Conditions:

1. Statutory Time Limit - Planning Permission

The development hereby permitted shall be commenced before the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Development in accordance with Approved Plans

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

List of Drawings

| | | |
|-------------------------------|-----|---|
| BF0024-BPTW-11-00-ST-A-040001 | C01 | Site Plan - Existing |
| BF0024-BPTW-11-00-ST-A-040002 | C01 | Site Location Plan - Existing |
| BF0024-BPTW-11-ZZ-ST-A-040010 | C01 | Site Plan - Proposed |
| BF0024-BPTW-12-00-DR-A-100101 | C01 | General Arrangement Plan - Ground Floor |
| BF0024-BPTW-12-01-DR-A-100102 | C01 | General Arrangement Plan - First Floor |
| BF0024-BPTW-12-02-DR-A-100103 | C01 | General Arrangement Plan - Second Floor |
| BF0024-BPTW-12-03-DR-A-100104 | C01 | General Arrangement Plan - Third Floor |
| BF0024-BPTW-12-04-DR-A-100105 | C01 | General Arrangement Plan - Fourth Floor |
| BF0024-BPTW-12-05-DR-A-100106 | C01 | General Arrangement Plan - Fifth Floor |
| BF0024-BPTW-12-06-DR-A-100107 | C01 | General Arrangement Plan - Sixth Floor |
| BF0024-BPTW-12-07-DR-A-100108 | C01 | General Arrangement Plan - Seventh Floor |
| BF0024-BPTW-12-08-DR-A-100109 | C01 | General Arrangement Plan - Eighth Floor |
| BF0024-BPTW-12-09-DR-A-100110 | C01 | General Arrangement Plan - Ninth Floor |
| BF0024-BPTW-12-10-DR-A-100111 | C01 | General Arrangement Plan - Tenth Floor |
| BF0024-BPTW-12-11-DR-A-100112 | C01 | General Arrangement Plan - Eleventh Floor |
| BF0024-BPTW-12-12-DR-A-100113 | C01 | General Arrangement Plan - Twelfth Floor |
| BF0024-BPTW-12-13-DR-A-100114 | C01 | General Arrangement Plan - Thirteenth Floor |
| BF0024-BPTW-12-14-DR-A-100115 | C01 | General Arrangement Plan - Fourteenth Floor |
| BF0024-BPTW-12-15-DR-A-100116 | C01 | General Arrangement Plan - Fifteenth Floor |
| BF0024-BPTW-12-16-DR-A-100117 | C01 | General Arrangement Plan - Sixteenth Floor |
| BF0024-BPTW-12-ZZ-DR-A-170020 | C01 | Building A - 2B4P Unit Plan |
| BF0024-BPTW-12-ZZ-DR-A-170021 | C01 | Building B - 3B5P Unit Plan |
| BF0024-BPTW-12-ZZ-DR-A-170022 | C01 | Building B - 1B2P Unit Plan |
| BF0024-BPTW-12-ZZ-DR-A-170023 | C01 | Building B - 2B3P Unit Plan |
| BF0024-BPTW-12-ZZ-DR-A-170024 | C01 | Building C - 2B4P Unit Plan |
| BF0024-BPTW-12-ZZ-DR-A-170025 | C01 | Building C - 3B5P M4(3) Disabled Unit Plan |
| BF0024-BPTW-12-ZZ-DR-A-200101 | C01 | North Elevation - Block A & Block B |
| BF0024-BPTW-12-ZZ-DR-A-200102 | C01 | North Elevation - Block C |
| BF0024-BPTW-12-ZZ-DR-A-200103 | C01 | North Elevation - Block D |
| BF0024-BPTW-12-ZZ-DR-A-200104 | C01 | East Elevation - Block B & C |
| BF0024-BPTW-12-ZZ-DR-A-200105 | C01 | East Elevation - Block D |
| BF0024-BPTW-12-ZZ-DR-A-200106 | C01 | South Elevation - Block A & Block B |
| BF0024-BPTW-12-ZZ-DR-A-200107 | C01 | South Elevation - Block C |
| BF0024-BPTW-12-ZZ-DR-A-200108 | C01 | South Elevation - Block D |
| BF0024-BPTW-12-ZZ-DR-A-200109 | C01 | West Elevation - Block B |
| BF0024-BPTW-12-ZZ-DR-A-200110 | C01 | West Elevation - Block D |
| BF0024-BPTW-12-ZZ-DR-A-200201 | C01 | Site Elevation |
| BF0024-BPTW-12-ZZ-DR-A-200202 | C01 | Site Elevation |
| BF0024-BPTW-12-ZZ-DR-A-200203 | C01 | Site Elevation (Colour) |

| | | |
|-------------------------------|-----|--|
| BF0024-BPTW-12-ZZ-DR-A-210101 | C01 | Typical Bay Study - Block A |
| BF0024-BPTW-12-ZZ-DR-A-210102 | C01 | Typical Bay Study - Recessed Balcony |
| BF0024-BPTW-12-ZZ-DR-A-210103 | C01 | Typical Bay Study - Typical Bay |
| BF0024-BPTW-12-ZZ-DR-A-210104 | C01 | Typical Bay Study - Industrial Unit |
| BF0024-BPTW-12-ZZ-DR-A-210105 | C01 | Typical Bay Study - Block B |
| BF0024-BPTW-12-ZZ-DR-A-210106 | C01 | Typical Bay Study -Light Industrial Base |
| BF0024-BPTW-12-ZZ-DR-A-220101 | C01 | GA Sections AA & BB |
| BF0024-BPTW-12-ZZ-DR-A-220102 | C01 | GA Sections CC & DD |

List of Documents

Noise Impact Assessment Report prepared by MLM Group September 2020
Air Quality Assessment Addendum prepared by MLM Group September 2020
Design and Access Statement prepared by BPTW September 2020
Sustainable Drainage Strategy Report prepared by MLM Consulting September 2020
Energy Statement prepared by Calford Seaden September 2020
Fire Strategy Report prepared by MLM group September 2020
Flood Risk Assessment prepared by McLaren Construction September 2020
Planning Statement prepared by Be First dated October 2020
Landscaping Strategy prepared by Place Design and Planning September 2020
Wind Micro-climate report prepared by Architectural Aerodynamics 16 September 2020
SuDS Maintenance Plan prepared by MLM Group September 2020
Summer Overheating Assessment prepared by Calford Seaden September 2020
Daylight and Sunlight report prepared by EB7 dated 14th September 2020
Transport Statement Addendum prepared by MLM Group October 2020
Heritage Desk Based Assessment prepared by Atkins December 2019
Ecological Impact Assessment prepared by Atkins December 2019
Statement of Community Engagement prepared by Be First December 2019

No other drawings or documents apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

Prior to all works/commencement Conditions

3. Contaminated Land

No development (excluding demolition to ground level) shall commence until:

(a) an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
- (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'; and

(b) a detailed remediation scheme, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

(d) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors

4. Construction Management Plan

No development shall commence until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) have been submitted to and approved in writing by the Local Planning Authority. These Plans shall incorporate details of:

- a) construction traffic management;
- b) the parking of vehicles of site operatives and visitors;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;
- e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities;
- g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during Construction and Demolition", Mayor of London, July 2014; including but not confined to, non-road mobile machinery (NRMM) requirements;
- h) noise and vibration control;
- i) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- j) the use of efficient construction materials;

k) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and

l) a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

Once approved the Plans shall be adhered to throughout the construction period for the development.

Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Demolition and construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009, "Code of practice for noise and vibration control on construction and open sites", Parts 1 and 2.

Reason: In order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents.

5. Archaeology WSI

No development (excluding demolition and ground remediation to a depth of 1m) shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, development (excluding demolition and ground remediation to a depth of 1m) shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified the Stage 1 evaluation, a stage 2 WSI outlining the parts of the site which have archaeological interest shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in the NPPF.

6. Archaeology Foundation design

No development (excluding demolition and ground remediation works to a depth of 1m) shall take place within the proposed development site until the applicant has produced a detailed scheme showing the complete scope and arrangement of the foundation design and other below ground works, which have been submitted to and approved by the local planning authority.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to ensure that significant remains are not disturbed or damaged by foundation works but are, where appropriate, preserved in situ.

7. Construction Logistics Plan

Prior to commencement of any works (Excluding Demolition) and to be in accordance with Transport for London guidance, a Construction Logistics Plan shall be submitted and approved in writing by the Local Planning Authority. Upon approval the Delivery and Servicing Plan shall be implemented for the duration of the works.

Reason: In the interests of highway safety.

Prior to any development above ground floor

8. BREEAM Rating

Notwithstanding the approved Energy Statement, No development above ground floor shall take place until the applicant has provided to the Local Planning Authority for approval an independently verified BREEAM assessment for the relevant part of the development that achieves an 'Excellent' rating with certification. The approved scheme shall then be implemented in accordance with these details.

A certificated Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the first occupation of the development.

For the avoidance of doubt the re-use of existing buildings within this site is excluded from this condition.

Reason: An independently verified BREEAM assessment is required prior to the commencement of development to ensure the proposed development is designed in an environmentally sustainable manner.

9. London City Airport

Prior to the commencement of above ground works the method of construction, including details of the use, location and height of cranes and other plant and equipment or temporary structures in that Plot or part thereof, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the operator of London City Airport.

Reason: To ensure that safeguarded surfaces for London City Airport are not infringed.

10. Materials and Balcony Details

Prior to the commencement of works above ground floor slab of the development hereby approved, details of all balconies and all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials and balcony details. Minor amendments may be agreed in writing from time to time by the Local Planning Authority.

Reason: To protect or enhance the character and amenity of the area.

11. Electric Vehicle Charging Points Details

Prior to the commencement of any works above ground floor slab details of Electric Vehicle Charging Points shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how active electric charging points will be provided for 20% of the car parking spaces, with passive provision for the remaining 80% of the spaces. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To encourage the use of electric cars in order to reduce carbon emissions.

12. Scheme of Acoustic Protection

Prior to commencement of any works above ground floor slab, full details of a scheme of acoustic protection of habitable rooms against noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than:

- a. 35 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) with windows closed; and
- b. 30 dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows closed.

The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

Reason: To ensure that the proposed residential units are adequately protected from noise

13. Noise Insulation of Party Construction

No above ground new development shall commence until a scheme of noise insulation of party construction between the residential units and the non-residential uses has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of the non-residential / residential unit(s) to which it relates.

Reason: To ensure that the proposed residential units are adequately protected from noise and in accordance with policy BR13 of the Borough Wide Development Policies Development Plan Document and policy 7.15 of the London Plan.

14. Hard/Soft Landscaping Details

Prior to the commencement of above ground works detailed soft and hard landscaping strategies must be submitted and approved in writing by the Local Planning Authority in consultation with London City Airport.

The details should include details of the brown roof on block B and how it is made unattractive for birds.

Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment, to ensure a high-quality built environment and To ensure that safeguarded surfaces for London City Airport are not infringed.

Prior to first occupation and/or use Conditions

15. Car Park Management Plan

Prior to occupation of the residential use, a car parking management plan shall be submitted to and approved in writing by the local planning authority. The car parking management plan should detail how the car parking spaces are allocated and managed.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, to ensure and promote easier access for disabled persons.

16. Travel Plan

Prior to first occupation of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. On approval the Travel Plan shall be implemented prior to first occupation and maintained.

Reason: In the interests of sustainable transport.

17. Children's Playspace Implementation

Prior to the first occupation of the development, details of child play associated equipment shall be submitted to and approved in writing by the Local Planning Authority. The children's play space and approved associated equipment shall be permanently maintained and retained thereafter.

Reason: To ensure suitable provision for children's play.

18. Car Parking Implementation

- a. The residential car parking areas shown on drawing BF0024-BPTW-12-00-DR-A-100101 shall be constructed and marked out prior to the first occupation of the residential use of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.
- b. The non-residential car parking areas shown on drawing BF0024-BPTW-12-00-DR-A-100101 shall be constructed and marked out prior to the first occupation of the non-residential use of the development and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

The parking spaces should be clearly delineated with raised kerbs to avoid encroachment on surrounding footpaths and damage to trees. The blue badge car parking spaces shall be constructed and marked out prior to the first occupation of the development as accessible parking bays (to be clearly marked with a British Standard disabled symbol).

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway, to ensure and promote easier access for disabled persons

19. Cycle Parking Implementation

Prior to the first occupation of the development the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to determine an appropriate levels of cycle parking which should be to the minimum standards set out, secure and well-located. The cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport.

20. Refuse and cycle storage

Prior to the occupation of each hereby approved building the refuse storage enclosures for that building, as indicated on the hereby approved drawings, shall be constructed and thereafter permanently retained for the use of the occupiers of the development.

Reason: To provide satisfactory refuse provision in the interests of the appearance of the site in accordance with policies BR11 of the Borough Wide Development Policies Development Plan Document.

21. Sustainable Drainage Implementation

Prior to the occupation of the buildings hereby approved the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment.

22. Crime Prevention Scheme

The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme (silver), or alternatively achieve security standards (based on Secured by Design principles) to the satisfaction of the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter.

Reason: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime.

23. External lighting

The development hereby permitted shall not be occupied until details showing the provisions to be made for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication "Lighting Against Crime - A Guide for Crime Reduction Professionals", ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, page 25 of the guide, relating to Environmental Zone E2 Low district brightness areas-Rural, small village or relatively dark urban locations. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to provide a good standard of lighting and security to future occupants and visitors to the site and to reduce the risk of crime.

24. Renewable Energy Infrastructure

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance to document Energy assessment (prepared by Calford Seaden, September 2020) delivering a 38% reduction in site wide CO2 emissions, is implemented prior to first occupation of the dwellings.

Reason: To ensure measures are implemented to reduce carbon emissions.

25. Details of Any Commercial Kitchen Extract Ventilation System

Prior to occupation of any non-residential unit hereby permitted with a commercial kitchen, details of any ventilation system for the removal and treatment of cooking odours from any commercial catering, including its appearance and measures to mitigate system noise, are to be submitted to and approved in writing by the Local Planning Authority. The measures shall have regard to and be commensurate with guidance and recommendations in:

- The current edition of publication "Specification for Kitchen Ventilation Systems", DW/172, Heating and Ventilating Contractors Association, or other relevant and authoritative guidance; and
- Publication, "Control of Odour and Noise from Commercial Kitchen Exhaust Systems – Update to the 2004 report prepared by NETCEN for the Department for Environment, Food and Rural Affairs", Ricardo.com, 2018.

The approved details shall be fully implemented before the first use of the relevant non-residential unit and shall thereafter be permanently retained in an efficient manner.

Reason: To safeguard the appearance of the premises and minimise the impact of cooking smells, odours and noise.

26. Delivery and Servicing Plan

Prior to occupation of any non-residential unit hereby permitted a delivery and servicing plan for that unit shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented before the first use of the relevant non-residential unit and shall thereafter be permanently retained in an efficient manner.

Reason: In the interests of highway safety.

27. Water Efficiency

Before occupation the proposed dwellings shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To minimise the use of mains water in accordance with Policy 5.15 of the London Plan.

Monitoring & Management Conditions

28. M4(2) – Accessible Units

Building Regulations M4(2) 90% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved.

29. M4(3) – Accessible Units

Building Regulations M4(3) 10% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved.

30. Circular Economy

The development must remain in accordance with the approved circular economy statement assessment document dated October 2020. A post completion report must then be provided and approved in writing by the local planning authority prior to the first occupation of any phase of the development.

Reason: In the interest of creating safer, sustainable communities.

31. Hours of operation for industrial uses

Other than with the prior written approval of the Local Planning Authority, the proposed non-residential uses hereby permitted are to be permitted to trade between the hours of 07:00 and 23:00 on any day and at no other time.

The delivery/collection of goods associated with the non-residential uses hereby permitted shall only be permitted to take place between the hours of 07:00 hrs and 21:00 hrs on any day.

Reason: To protect the amenity of the surrounding residential buildings

32. District Energy Heat Network

The proposed development in accordance with the approved energy and sustainability document must connect to the Barking Town centre district heat energy network unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure measures are implemented to reduce any detrimental environmental impacts.

33. Emissions from Non-road mobile machinery (NRMM)

No NRMM shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

Reason: To ensure that air quality is not adversely affected by the development in line with London Plan policy 7.14 and the Mayor's SPG: The Control of Dust and Emissions during Construction and Demolition.

34. Use Classes Order

With the exception of the ground floor café use, the industrial uses hereby approved shall only be used within Use Classes B1c, B2 and B8 of the Use Classes Order (as amended).

Reason: To ensure the retention of appropriate uses within the Strategic Industrial Area.

Informatives:

1. CIL Liable

The proposed development is liable for MCIL and Borough CIL

2. CIL Enabling works

Enabling works, piling and the construction of services and roads is a non-chargeable phase for CIL purposes

3. Subject to a section 106 agreement

This permission shall be read in conjunction with the associated S106 agreement

4. Archaeology

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

5. Non-road mobile machinery (NRMM)

For information on the NRMM Low Emission Zone requirements and to register NRMM, please visit "<http://nrmm.london/>".

6. National Grid

Searches based on the application site have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified. Can you please contact Plant Protection (Ref: NL_GE4A_3NWP_021915) on the details below for more information.

Email: plantprotection@cadentgas.com

Address:

Plant Protection Cadent

Block 1; Floor 1;

Brick Kiln Street

Hinckley

LE10 0NA

Telephone: +44 (0)800 688 588

Appendix 7:

s.106 Proposed Heads of Terms:

Administrative:

- Payment of the Council's professional and legal costs, whether the agreement completes.
- Payment of the Council's fees of £3,500 in monitoring and implementing the Section 106 and payable on completion of the deed and,
- Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made.

Affordable Housing

Provision of on-site affordable housing consisting of:

- 77 London Affordable Rent (49%) and
- 79 Affordable Rent (51%)

Provision of a viability review if substantial commencement does not take place within two years. Substantial commencement is to mean reaching first floor slab level.

Transport

- Prior to above ground works of the development the developer shall submit to the council a detailed highway design and enter into a s278 agreement to undertake highway improvements seeking to ensure a detailed design to accord with the relevant road safety audit and cover new Traffic Management Orders, kerb alignment and adjustment, upgrade and new pedestrian crossings, footway resurfacing / recon, to ensure parking and loading and service arrangements. The detailed design works to be in accordance with the Design Manual for Roads and Bridges and Manual Contract for Highway Works specifications. The s278 agreement should include provision of a dedicated cycle connection on Crossness Road to Barking Riverside and along Thames Road.
- Prior to above ground works of the development the developer shall submit to the council a detailed parking design that is TSRGD compliant both in term of the bays and the accompanying signage and a management plan reflecting the highways marking and restrictions implementation of the proposed works.
- A financial contribution £20,000.00 towards the setting up of a controlled parking zone.
- Car Parking permit free development.
- A financial contribution of £15,000 payable on commencement of development towards a dedicated car club space within the vicinity of the development.
- A commitment to provide two-year free car club membership to all residents.

Employment and Skills

- Secure an Employment, Skills and Suppliers Plan 6 months prior to commencement of development ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for local residents and businesses

- The Owner will use best reasonable endeavours to ensure that the Owner's employees and jobs with its contractors are provided to LBBD residents during the end-user phase in accordance with the following:
 - Seek to ensure that all vacancies are advertised through the council's job brokerage service, with notification of job vacancies exclusively available to residents for a minimum of 10 days before being advertised more widely;
 - Provide a skills forecast for the development and highlight any shortages to the council's job brokerage service;
 - Expectation that end-users commit to best-in-class employment standards including payment of the London Living Wage.

Sustainability

- The development shall achieve a minimum 38% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon.
- Prior to any above ground works the Owner will submit a District Heating Network (DHN) Statement to the Council for approval to detail how the development will connect to the DHN or future DHN, how the Energy Centre within the development will serve the needs of the development and wider DHN, how energy demands will be met prior to connection to any DHN.